



## President's Safety Conference Studies Problem of Highway Safety

Make Recommendations for Reduction of Death Toll on Nation's Highways

The problem of saving the lives of 40,000 persons who annually meet death on the highways of America was undertaken by the President's Highway Safety Conference in their sessions at Washington on May 8, 9, and 10. All 48 states were represented when the General Chairman, Major General Philip B. Fleming, Administrator, Federal Works Agency, opened the first session. Following General Fleming's opening address, Thomas H. MacDonald, Commissioner, Public Roads Administration and Chairman of the Coordinating Committee on Conference Reports, outlined the objectives of the conference.

The conference then listened to an address by President Truman, after which it divided into its many committees which in turn went to work on recommendations of proposed techniques and remedies for reducing motor vehicle accidents.

These fields of study included Law and Ordinances, Accident Records, Education, Enforcement, Engineering, Motor Vehicle Administration, and Public Information. Each of these general divisions was in turn broken down into many sub-divisions. For example, the committee on education made recommendations covering elementary schools, secondary schools, colleges and universities, teacher education, and pupil transportation.

### Engineering Recommendations

The Committee on Engineering, of which Harold W. Griffin was a member, recommended:

1. Greater attention to safety and operating factors at the design stage of vehicles and roadways, looking toward:

a. Continued improvement in brakes, headlights, driver vision, directional signals, tires, wheel rims, and bumpers.

b. Modernization of principal streets and highways, with general application of the standards, policies, and guides developed by the American Association of State Highway Officials, the Public Roads Administration, and other appropriate agencies.

2. Elimination of railway-highway grade crossings on priorities determined on the basis of hazard and economy of operation, with adequate protection of crossings where grade separation structures are not feasible.

3. Provision where needed of sidewalks and other pedestrian protection facilities.

4. Maintenance of roadways so that they will be safe for year-round travel, have skid-resistant surfaces, smooth, usable shoulders, and adequate drainage.

5. Provision of modern street and highway lighting on main urban streets and on the more hazardous sections of suburban and rural highways.

6. Application of modern planning and traffic engineering techniques, with:

a. Establishment by all States and cities of properly staffed divisions or departments having the authority and facilities needed to perform this function;

b. Utilization of factual data on traffic operations in the design of new roadways and as the basis for other improvements, such as channelization, one-way street routing, loading islands, identification and elimination of special hazards, and provision of off-street parking facilities.

7. Adoption of the vehicle size and weight limitations recently proposed by the American Association of State Highway Officials and consideration of these new provisions in future revisions of the Uniform Vehicle Code.

8. Adoption by all jurisdictions of the provisions governing traffic signs, signals, markings, and islands, contained in the Manual on Uniform Traffic Control Devices.

9. Establishment of speed restrictions in accordance with Act V of the Uniform Vehicle Code.

10. Establishment of an effective and continuing liaison among motor vehicle manufacturers, road builders, and traffic engineers to promote closer coordination of vehicle design, the geometric and structural plans for roadways and plans for operation and traffic control.

11. Employment of a practical means within the appropriate political subdivisions for coordinating the everyday and long-range efforts of engineers engaged on planning, zoning, housing, street and highway development.

12. Extended engineering research into human and physical factors relating to safety in traffic operation.

### 40,000 Killed in 1941

The magnitude of the conference's undertaking can best be illustrated by the statistics covering the year 1941 when 40,000 persons were killed on American highways and over one and a quarter million more were injured. In addition to this, these accidents caused property damage running into billions of dollars.

It has been variously estimated that if the accident reduction achieved in Connecticut, the outstanding eastern state in this respect, could be accomplished on a national scale, there would be a total life saving of between 19,000 and 25,000 a year. Accident records covering the first few months of 1946 show that, unless curbed, this year's total highway fatalities will equal or exceed any year in history. The general increase in accidents became evident immediately following V-E Day.

It was with this problem in mind that the various committees reported back to the general assembly their many recommendations. Here they were subjected to open hearing and discussions, and were voted upon. As a tribute to the thoroughness with which the problem has been analyzed since the committees were first organized last October, all recommendations were passed by the general conference, many unanimously.

It also developed as a result of the conference that no new or radically different techniques are recommended. Rather it was the considered opinion of those who convened that public cooperation with proven methods would bring about the greatest accident reduction. In this regard it was estimated that 90% of the people must be made accident conscious before the estimated death reduction of 19,000 to 25,000 a year can be reached.

The New Jersey State Highway Department members who attended the conference were Commissioner Spencer Miller, Jr., a member of the Committee on Law and Ordinances, State Highway Engineer Charles M. Noble and Mr. Giffin, Engineer of Survey and Plans.

Mr. Eugene V. Connett, who for four years has served faithfully as my Administrative Assistant and in charge of Personnel and the Business Department of the State Highway Department, will be absent from the Highway Department for the next month, or possibly two months, for a rest and recuperation. We shall all miss his wise counsel and advice in the administration of the Personnel Division and in departmental affairs.

We wish him all speed in a full return to health!

SPENCER MILLER, JR.,  
State Highway Commissioner.

## The President's Conference

The President's National Conference on Highway Safety which was convened in Washington on May 8, 9 and 10, was the largest and most representative safety conference ever held in the country to focus public attention on the alarming increase of traffic accidents in the nation. The importance of the conference, however, is not to be measured quantitatively by the 1675 delegates, technicians and observers who assembled in Washington, but rather by the procedure of the conference and the nature of the program which was unanimously adopted for the promotion of greater safety upon the highways throughout the nation.

The conference was set up on a basis of a series of seven committees, consisting of the following: Accident Records, Education, Enforcement, Engineering, Laws and Ordinances, Organized Public Support, Public Information, and Motor Vehicle Administration. Each of these committees met well in advance of the conference and prepared technical reports which were printed and distributed to the delegates when they assembled in Washington. Representatives of the New Jersey State Highway Department served on two of these committees. Mr. Harold W. Griffin was a member of the Committee on Engineering and Commissioner Miller was a member of the Committee on Laws and Ordinances.

The seven committees held round table discussions during the Washington conference on their preliminary reports; certain revisions and corrections were made by the full committees. These reports in turn were presented to and adopted by the entire conference at the closing session. From a technical sense then the conference was effectively planned, the reports well conceived, and the actual program, which was adopted at the concluding session, sound and well rounded.

What gave the conference its human and dramatic appeal was the statement of the President of the United States, who said, "Safety is fundamentally a private responsibility which each man must recognize and accept . . . But the main share of public responsibility rests with the state and local agencies of government . . . (they) are responsible in large part for building the highway facilities; for licensing the vehicles and drivers, for regulating the movement of traffic, and for determining what safety instruction shall be incorporated in the curricula of our schools."

From General Fleming, from Justice Douglas of the U. S. Supreme Court, and from Congresswoman Clare Luce of Connecticut the conference was informed of the gravity of the national situation and the necessity of prompt action at all levels of the government and by all citizens.

It was very fitting therefore that during the concluding session of the conference on Friday, when the representatives of the several States were called upon to report, there was a pledge of vigorous cooperative action from every State present as well as the assurance that with closer liaison between the Federal, State and local governments that some measurable progress could be made in the promotion of highway safety.

For members of the Highway Department it is interesting to recall the wide acceptance of the fact that the engineer can and must build safety into the new road as well as add safety features in old roads. The engineer must do this not only in the interest of highway safety, but in the interest of sound engineering. But the conference demonstrated one other thing, namely, that highway safety cannot be solved by either the engineers, educators or enforcement officers alone, but by all working together. Surely this is a matter on which there should be the greatest inducement for cooperative action to the end that the highways of America are to be made safe for the traveling public.

*Spencer Miller, Jr.*

State Highway Commissioner

## Spring Meeting Attended by 130

Membership Nears 900

The Spring Meeting of the Ten Year Club was held at the Mountaintop Inn, State Highway Route No. 29, Mountaintop, on Tuesday evening, April 23, with some 130 members and guests in attendance. The turnout of members of the club who reside in North Jersey was particularly gratifying, and shows appreciation of the Club's practice of holding the spring meeting alternately between North and South Jersey. Next year's meeting will be scheduled for South Jersey, and it is hoped that the members in that area will patronize the event with similar enthusiasm.

Immediately following the dinner the club business meeting was held with President Gene Beckner presiding. The election of 37 new members to the club was reported by Secretary Edward Drake. Financial Secretary Art Egan gave an encouraging report in regard to the status of the club membership. This membership now totals 888 employees of the Department, with an excellent percentage in good standing. A drive is now underway to bring this membership up to a fully paid-up basis, and all members still in arrears are being given a final opportunity to pay up. Treasurer Clyde Case revealed a comfortable cash balance on hand, a condition appreciated by the Entertainment Committee as it approaches the outing and the annual dinner in November.

Upon resolution introduced by Charles Levine and passed unanimously, the Entertainment Committee was directed to invite all members of the Club who are veterans of World War II to attend the annual outing as the Club's guests. This outing is to be held on Saturday, September 7, at Plagg's Grove, Hamilton Township.

### Present Sports Program

Past President Arthur Lichtenberg, Gene Palmer and Herman Kramar spoke informally. It was particularly pleasing to welcome Gene Palmer, who has been away from his office in the Administration Division of the Department through serious illness for too many months. Gene looked much improved, and has since returned to duty. Col. William L. Braybrooke, whose appointment as District Engineer of Survey and Plans assigned to the Route No. 4 Parkway Project was announced in the last issue of THE HIGHWAY, also spoke briefly concerning the parkway project.

Guests of the Club for the evening were Fulton Arnold, popular sports announcer for Radio Station WTTM, N.B.C. affiliate in Trenton, and Jimmy Flood, Assistant Business Manager of the Philadelphia Athletic's Baseball Club. The group very obviously enjoyed the remarks and stories told by the guests, and on the serious side both speakers emphasized the tremendous importance of sports and athletics for the younger generation as a means of combatting juvenile delinquency. Afterwards movies of the 1945 World Series were shown, together with the special short, "Circling the Bases," featuring Trentonian George Case, now with the Cleveland Indians.

### New Members Elected

Some 35 members of the club journeyed to the meeting by bus from Trenton, and a good trip resulted. On the way home some group singing got underway and a first class tenor was uncovered in Bill Jackel, of Pennsauken. Bill, together with Ted Russell and Bill Dix, journeyed all the way from Camden to the meeting.

A good time was enjoyed by everyone and the meeting was a distinct credit to Flavin Ireton and Harold Jemison and the entire Entertainment Committee, who were in charge of arrangements for the evening. Mike Lesnak and Clarence Scales were two members of the committee who

(Continued on Page 4)



# THE HIGHWAY

Published by the New Jersey State Highway Dept.

In the Interests of Its Employees

W. CARMAN DAVIS, Editor

## Contributing Editors:

Fred C. Claus Mabel Beans Arthur Egan  
Elmer L. Meyer Arthur J. Lichtenberg James O'Rourke  
Norman Schaller W. Eugene Beckner Claire Laczoni  
I. J. Friedman Edward Drake Joseph Natale

Publication Office: 148 West State Street, Trenton, N. J.  
Telephone: Trenton 2-2131—Extension 573

20

## Speed -- The Killer

If some new plague or pestilence were suddenly to strike America, sending more than 40,000 persons to their graves and more than a million others to beds of pain and suffering, a state of emergency would surely be declared. Theatres and schools would be closed and various relief forces would marshal all their resources to cope with the tragic situation. A frantic public would demand that drastic measures be taken to bring the dread disease under control.

In a sense America's annual automobile accident experience could be likened to such a plague. But because the total casualties are stretched over a period of an entire year, because they are not confined to any particular season, to any particular locality, to any particular age group, the public remains apathetic.

The individual accidents building up this staggering total had reasons for happening, and when analysis is made of a sufficiently large number, it is found that the main cause is speed. The desire to go faster than the law allows accounts for over one-third of all fatalities. It is also the least justifiable of all accident causes for it can only take place with full knowledge of the fact that it is unlawful and extremely hazardous.

The Freeways and Parkways of tomorrow will do much to reduce all types of accidents. Figures based upon the experience of other states show that less than 15% of the accidents occurring on ordinary roads occur on limited access highways. This promise of safer driving conditions in the future is one to which all drivers can look with great anticipation. In the meantime let us make sure we will be among those present when that time comes by driving carefully and within the speed limit—today!

## CONSTRUCTION COMMENTS

Fred C. Claus

### Newark RALPH PERRY

We can now report that all of our former fellow employees who entered war service are back with Survey & Plans.

A. M. Patterson is just completing another month's rest in Fort Lauderdale, Florida. It is certainly an enjoyable way to spend money, even if it does get to be a habit.

Carl Borton's son was married recently and his daughter is to become a bride in June. Doesn't this make Carl a bachelor?

We are all glad to hear that Al Desimone's son has recovered from a very serious illness.

With the beginning of construction work, the following men are being transferred to that field: A. A. Paul and William Kays in charge of contracts; and J. A. Adrosko, T. Darbyshire, E. Filippone, J. Parker and Fred Speth, as inspectors.

We welcome the following service men to the Newark Office: A. Balshan, W. Driscoll, L. Marciniak, E. Vilar and W. Wagner.

Otto Fritzsche, formerly associated with Survey and Plans, has now been assigned to a responsible position with the Planning Survey. Congratulations, Otto.

### Trenton ALEX COHEN

Harold W. Giffin, Engineer of Survey and Plans, recently addressed the Yale University Bureau of Traffic Research at New Haven. The subject of his talk was "Modern Access Design on Non-Stop Highways." Mr. Giffin was also a member of the Engineering Committee at the recent President's Highway Safety Conference.

We are glad to have with us again Charlie Ahr who has been in the Navy for the past three years.

Our deepest sympathies are extended to Walter Voorhees upon the recent death of his mother. Mrs. Voorhees died suddenly on May 14. She was in her eighty-first year.

### Montclair DAVID PETTIGREW

Now that the construction season is starting in full swing, the Montclair office is losing a lot of talent which will be missed, but it is hoped that some of the new men will take over and fill the gaps in the ranks. The following are leaving to return to their respective assignments: Al Lee to the Bridge Division; Thomas Farley, Jimmy Youngman, Joe Bingham, Eddie Boldt, John Farley, Tommy Verdi and the writer, to the Northern Construction Division.

It appears as though the Parkway Division of the Montclair office will soon move to their own abode. This will leave the office just a shadow of its former self.

We wish to welcome to our fold the following new faces and hope that some day they will become successful engineers: James Hyde, Charles Korrey, Fred Marinaro, Ludwig Muhlfelder, James Roper, Francis Seidell, Nicholas Fancor, Howard Gould and Clifford Hepper.

Harold Kettlewood, one of the squires from Pompton Plains, has had an increase in the family—two new kids. We mean baby goats—that's a joke, son. When the new little pigs arrive, we are afraid that the enlarged family will tax the resources of our farm experts, and any information on care and attention for farm animals will be greatly appreciated.

## MAINTENANCE NOTES

GENE BECKNER

Although the rate of returning servicemen has diminished considerably from its once steady stream, each month sees several more back on the job. We are pleased to extend a word of welcome to the following employees who are now back on the payroll. Richard Ziegler, of Trenton, with Sign Painting Foreman Horace Carl; Sebastian Leuci, of Pleasantville, who has returned to work with Assistant Foreman Fulton Bonner after 19 months in Europe; Arthur Robertson, of Highlands, with Foreman Walter Durand; Tony Antonaccio, of Morristown, with Foreman Daniel Marinaro; and Louis Percello, of Neptune, with Landscape Foreman Howard Van Benthuyssen. The last named was discharged from military service last year but was granted a leave before being required to report for active duty on account of disability resulting from his military service. We are glad to know that he has recovered sufficiently to return to work. Rumor also has it that Louis will be married early in June, and our best wishes go to him.

Russ Geller returned recently from a Florida vacation where he turned up his niblick for the summer competition over at Yardley. Russ brought back with him an amusing newspaper clipping taken from one of the Florida papers. A Tallahassee man was having considerable difficulty finding a place to live inserted the following ad in the paper: "Notice Democrats: Unless I can find a place for my family to live by election time, I will vote Republican, so help me!" Ain't it awful, Mabel? Another Florida vacationer was Harry Conner, who works for Foreman George Rusling up in Sussex County. Bet he found it a pleasant change from those Sussex County winters.

Our sincere sympathy is extended to Alfonso Mancuso, a member of Landscape Foreman John Grant's crew down Merchantville way, whose wife, Mrs. Nancy Mancuso, died at her home in Merchantville on Sunday, April 21.

It is with regret that we announce the death of George Smith, formerly employed in the crew under Foreman Paul Haney. Mr. Smith, a resident of Bloomsbury, had been employed by the Department since August 1, 1931, and continued on our payroll until March of 1945 when he was granted a leave of absence upon the expiration of his accumulated sick leave. George was a good and faithful employee and his absence from the crew in which he worked for so long has been felt deeply. To his survivors we extend our sincere sympathy.

Another death which came as a shock to those of us in the Maintenance Division was that of William Mowrey, of Hampton, who died at his home on Friday, May 3. Mr. Mowrey was the grader operator in Foreman George Fitzer's institutional road crew, and was a highly regarded member of this group. He had worked for the Department since August 24, 1939, and at the time of his death was 46 years old. The surviving members of his family have our sincere sympathy.

As we go to press, we learn that Herman Meury has become the

## Projects Division Announces New Assignments

Mr. E. E. Reed, Supervisor of State Aid Projects, announces that Samuel G. Hann of Broadway has been assigned as State Aid Project Engineer for Morris County. In this new capacity Mr. Hann will be filling the vacancy caused by the death of Guido Forster.

At the same time it was made known that James A. Harding of Pompton Lakes had been named to succeed Hann as State Aid Projects Engineer in Sussex County. He also will continue to act in a similar capacity in Passaic County.

father of twin girls born in Mercer Hospital May 19. At this writing mother and babies are doing well. Congratulations, Herman!

Paul Lutich, of the Trenton Office, was an early vacationer in the Catskills. Paul had good reason. His sister and brother-in-law, Mr. and Mrs. Henry G. Heflich, recently took over a lodge at Purling, New York, in the heart of the Catskills, which they are preparing to operate as a vacation spot during the coming season. Paul was lending a hand with these preparations. He brought back with him an inviting folder describing the lodge and its surroundings. It is known as "Heflich's Haven," and anyone contemplating a sojourn in the mountains this summer might do well to consider this location.

Gerry Cahill's recent escapade in finding \$800.00 worth of war bonds up along Route 28 has let him in for plenty of ribbing. A newspaper account of the discovery of the bonds described Gerry as walking along the hedges of the pieces of the mutilated bonds. One of the office ways has suggested that for Gerry to walk this far he must have had his golf clubs with him. All's well that ends well, however, and after cooperating with a half dozen or so police agencies, the bond remnants were restored to their rightful owner, Nathan Banks, of Forest Hills, New York. The bonds were part of the loot taken from a safe in Mr. Bank's Forest Hills residence a week or so prior to their discovery by Gerry.

The Highway Baseball team lost a couple of good prospects in second generation boys because of prior signing with other teams in the Industrial League. Danny Radice, son of John Radice, is starring at the keystone sack for the league leaders, the Rossi's, while Tony Kuhn's son, Bill, holds down rightfield for the Thermoid outfit.

Employees on the sick list during the latter part of April and early May include Clifford Rogers, of Assistant Foreman Sam Briggs outfit. Cliff has been seriously ill for a long time, and we hope the advent of the good spring weather will mean a turn for the better. Others are Rocco Frontero, of Fred Sprengle's crew down in Monmouth County; Stephen Timko, with Clyde Brooks up at Somerville; and Charles Brower, of Foreman Arthur Willmott's crew operating out of Woodbridge. Mr. Brower is the second of Art's crew to be taken seriously ill, the other being Charles Bolliger. Both of these men are veteran employees and their absence doesn't help in the maintenance work in this vicinity as the crew is already operating under a manpower shortage. Let's hope that they all will be able to return to work soon.

Any cryptogram enthusiasts in the house? In the Herald-Tribune of Friday, April 26, there appeared the following cryptogram composed by Mike Ondy, of the Maintenance Division of the Department. If you find it too difficult, see Mike for the solution: "XARD BYZ XYS-CZD EST, ESBYZCYA XYZTV XFGVTRRB, HRBDE XH-SI-ZB-ST SXYT IX XOXRTRT."

## What Would You Like to See THE HIGHWAY Print About the Suggestion Box?

This question was asked of four of our employees and they replied as follows—

HALBERT E. PHILLIPS, Survey and Plans Division:



"I would like to see a typical suggestion described in detail and the reasons for its acceptance given. I believe this would serve not only as an inspiration to others but would materially assist many who contemplate sending in a suggestion by showing them why a certain idea was acceptable."

GEORGE A. HEFFERMAN, Bridge Division:



"I believe that greater publicity should be given to the procedure of handling and processing suggestions. The more knowledge employees have of the functioning of the Committee, the greater confidence they will have in it. Many employees have little knowledge of this and for that reason shy away from participation."

WALTER L. FAWCETT, Central Construction District:



"Enlargement of 'The Highway's' coverage into a well integrated program, in imaginative in scope and treatment, evolving from the concept of the Suggestion Box and directed toward the accomplishment of such improvement of techniques, cooperation of employees, individual pride of craftsmanship, and confidence in and loyalty to superiors as is frequently found in military and business organizations but is too seldom observed in public service."

ANN MANION, Real Estate Division:



"I would like to see 'The Highway' print in each issue a brief statement explaining one or more accepted suggestions and the beneficial results derived from them. It seems to me that such a procedure would not only make interesting reading but would serve as an incentive to others within the Department."



These Electrical Division employees are working on top of the Passaic River Bridge. In the rear, from left to right are George Pepper, Jr., Frank Force and Russell Henry. In front are Daniel Glendenning and Elias Argust.



# MEET THE GANG



## PLANNING SURVEY

JOSEPH NATALE

"Some day I'm going to write a book" is a universal threat of cruelty which fortunately few people ever get the opportunity to inflict on their fellow men. In a small way this is my opportunity, but, since I did not volunteer for the assignment, please don't be too hard on me. Your regular reporter, **Johnnie Christiano**, will be back soon—I hope.

It was a pleasure to welcome back so many of the people who had been interviewers on our O & D Survey. Of course, the fact that they would be coding their own interviews didn't exactly displease us either. Seriously, however, we think you did a good job, so perhaps a pat on the back is in order.

**Lil Russo** and **Louise Becker** have recovered from their respective illnesses and are with us again. No relapses this time, we hope.

**Miss Franke** has the most unique corner in our office. It is a combination of telephone booth and office during working hours, but immediately assumes the role of community kitchen at lunch time. Cooking cabbage or cauliflower, however, is strictly taboo.

**Charley Hurley** is now back from the wars, and has been assigned to work on the Road Type Survey. All we can say is simply, "Welcome, it's good to see you back."

External stations of the O & D Survey have been extended to include Woodbridge & Raritan Townships. **John Christiano** and **Ed Strack** acted as party chiefs, with **Maurie Radus** supervising. **Ed** and **John** are now back on the Road Type Survey.

**Esther Petti** is beginning to look happier as the time nears for husband **Henry's** return. Well, who wouldn't? **Henry** is enroute, but modern transportation is so-o-o slow.

**GUINEA PIG WANTED!** **Delgado**—"Do you suffer from (mentioning some unholy affliction)?" **Larry Kavanaugh**, "No, I don't have that trouble." **Delgado**, "Too bad, I know just the doctor who could cure it."

Honorable mention is due quiet, industrious **Mrs. Rattasep**. We never hear you, but we know you are around, **Mrs. R.** (nice person).

**Steve Burrows** probably has the ideal telephone voice. Eavesdroppers note a decided decrease in strain when **Steve** gets on.

We'd like to advise our Chief, **Vincent Berberich**, that pocket fire extinguishers are now on the market—especially good for extinguishing stubborn pipe blazes.

Besides being mother, housewife and office worker, **Tena Ellis** is also a good bowler. How about a job as Congresswoman for your spare time, **Tena**?

This smiling group are members of the Newark Office of the Planning Survey Division which is located in the State Highway Building at Newark Junction. Reading from left, the ladies in the front row are: **Florence Franke**, **Betty Ward**, **Louise Becker**, **Florence Bustamante**, **Esther Petti**, **Lillian Russo**, **Marian Goldberg**, **May McClellan** and **Rose De Amore**.

Close-up behind the girls in the second row are: **George Schuler**, **Maurice Radice**, **Frank Williams**, **Vincent Berberich** (Engineer-in-Charge), **Joe Natale**, **Charles Hall** (Public Roads Administration Engineer), **Charles Freeman**, **Juan Delgado** and **Preston Northrup**.

In the third row can be seen: **Al Charette** (barely visible), **Al Maspoli**, **Tony Amabile**, **Ed Strack**, **Steve Burrows**, **Gerard Morris**, **John Cumming**, **Sid Laderman**, and **Dick Uth**.

In the extreme rear are **Larry Kavanaugh**, **John Annunci** and **John Christiano**. Absent at the time this picture was taken were **Hilda Rattasep**, **Herbert Doane**, **John Meyer** and **James Seahulster**. **Preston Northrup** at the extreme right was the photographer. The only magic employed was a delayed-action shutter.

## Your M. C. presents— THE LADIES... Bless Them

Still the spot most conducive to adventure (or at least 'til the season opens officially at A. C.) is New York. "Gay-timing" it recently were **Mary Cunningham** and **Dorothy Hunt**.

Reminiscence . . . Riding thru Central Park in a carriage just big enough for two, drawn by a white horse referred to proudly as "the best horse in town" by the coachman who, dressed in full regalia even to the high silk hat, albeit a bit shabby, is a poignant reminder of the "Gay Nineties" . . . the wind and horse hair in your face, the sounds of horses' hoofs and the laughter of the boaters on the lake in your ears, the sight of equestrians on the bridge paths and young sailors strolling arm in arm with their best gals . . . New York in the Spring . . . see you in the Fall.

Adding their names to the list of inter-Departmental romance-marriages are **Jennie Majeski** of the Laboratory and **John Houman** of the Projects Division who made their vows in Keyport recently. Our best wishes to you both.

However common an affliction, sinuses can nonetheless be extremely painful and we sympathize with **Helen Disbrow** for the week's absence it caused her. We're glad the condition has cleared sufficiently to warrant her return to work.

We are glad to see **Betty Levie** back at her desk following an appendectomy.

Friends and relatives of **Dorothy Blinn** and **William Layton** witnessed the beautiful ceremony of their marriage at the Christ Episcopal Church on Saturday, April 27. A tour of the South, including a short stay in Washington, D. C., preceded **Mrs. Layton's** return to the Department, and it is with sincere wishes for a truly blessed future that we greet her now.

## PROJECTS PARAGRAPHS

E. L. MEYER

Inspector **Frank Deacon** was one of those fortunate enough to be on hand when a bulldozer turned up an old jug of silver coins and scattered them along the roadway.

The road in question was Harbor Inn Road in Berkeley Township, Ocean County, and as the news of the pirate cache spread it became the scene of a small stampede. More than a hundred persons collected and dug for coins all over the road and adjoining fields. All told, some three hundred coins were found, the dates being from 1856 to 1878.

We understand that **Frank** picked up a good handful of the coins but that none of them were of any exceptional value, though they were all in excellent condition.

Shortly after the death of **Guido Forster**, the Projects Division learned of the death of another of its field men, **Inspector Fred W. Homeier**, who died at his home in White Horse on April 22. He had been suffering from a heart ailment for about two years and had not been very active during that time. **Mr. Homeier** was a Highway Inspector and had been with the Projects Division for sixteen years, having started in June, 1929, as a junior inspector. He had a wide circle of friends and was well liked by his fellow employees. He was sixty-six when he died and is survived by his wife and two daughters, to whom we wish to express our condolences.

We take leave of the Department to extend congratulations and best wishes to **Marie Earling** who is a familiar figure to all who frequent her stand in the Annex lobby. **Marie** and **Samuel Sullivan** were married in St. Mary's Rectory on Saturday, May 11. The bride, in white satin with fingertip veil, carrying white roses and gardenias, was attended by her matron-of-honor in pink jersey, who carried an old-fashioned bouquet of pink rosebuds. **Mrs. Earling**, mother of the bride, wore a gown of print silk jersey and a corsage of gardenias. Following the reception, the couple left for Atlantic City.

'Bye now.

## LAND and LEGAL

ED DRAKE

Lieutenant **Althea M. Ward**, A. N. C., daughter of **Patrick F. Ward** of this office, spent the Easter holidays with her parents. **Miss Ward** has been in the service four and a half years and served three years in the South Pacific area. She is now stationed at Maxwell Field, Alabama.

**George T. Digby** has been transferred from **Harry Marvin's** Woodlynne office to the Division of Appraisals and Negotiations to serve under **Mr. Aymar** in the position of Right of Way Negotiator. **George** is a graduate of the University of Maine and spent five years in the Navy. He was discharged with the rank of Lieutenant. During the war he served as executive officer and navigator aboard a "PC" sub-chaser and his last assignment was in connection with the liberation of the Philippines. We welcome him and wish him success in his new duties.

**Bernard A. Ward** and **Mrs. Ward** celebrated their 27th wedding anniversary on April 12. A reception was given in their honor. We wish **Bert** and his wife many more happy years together.

## LABORATORY LINES

Norm Schaller

**Merrill (Dutch) Scheirer** who has been quite ill at home is back on the job minus a few pounds, but feeling O.K.

It was an oversight that **Fred Forrest** was not mentioned in the last issue of THE HIGHWAY as having returned to the Department as a Material Inspector. **Fred** will be remembered as being with the Department some years ago and we are happy to welcome him back.

**Major Joe Reed** is now on terminal leave from the U. S. Air Force and is expected back to work on June 1. Welcome home, **Joe**.

The doleful look which **George Lear** carried around for some time is now gone. The reason—**George's**

## EQUIPMENT ITEMS

JAMES O'ROURKE

Sympathies of **Fernwood** are extended to **Marco Nero** on the death of his father who passed away at his home in Titusville, N. J., on April 26.

**Joe Pate**, Chief Guard at **Fernwood**, is another one who has joined the ranks of home owners by purchasing a new home in the Mercerville area of Trenton.

**Larry Gore** of the Stock Room gang has been on the sick list for the past few weeks, having been confined to his home suffering from a blood infection.

On April 21, 1921, **Ray**, better known as "Red" **Tantum**, entered the employ of the Highway Department as a truck driver. For the past twenty-five years **Red**, with his truck and trailer, has been a familiar sight to Highway men wherever heavy equipment has been needed. Steam shovels, heavy duty cranes, concrete mixers, graders, and road rollers have all been taken in their stride and safely transported from one end of New Jersey to the other with regularity. Such things as bridge washouts or landslides have not been able to prevent **Red** from reaching his destination. For the past month **Ray** has been on the sick list and has been recuperating at his home from a general run-down condition caused mainly by low blood-pressure. All of **Fernwood** join in rooting for the speedy recovery of this 25-year veteran and hope that he will be back with us soon.

**Bob Martin** of the **Fernwood** Office, who has labored for twenty-eight years in behalf of the Mercer County Firemen, finally hit the jackpot and was rewarded with a new position and title that finally pays a salary. Among the many titles and offices he now holds are:

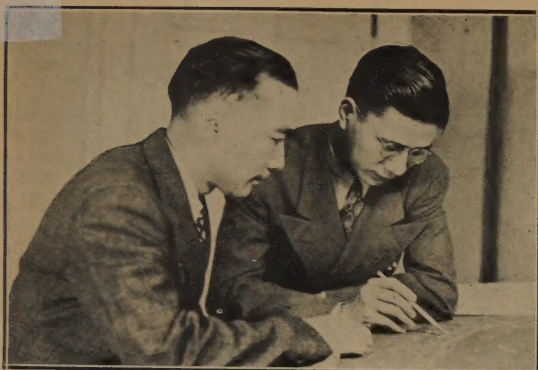
Secretary of Mercer County Firemen's Association, Secretary of Mercer County Firemen's Beneficial Association, Secretary of Mercer County Fire chiefs' Association, Secretary of Mercer County Firemen's Exempt Association, Treasurer of Mercer County 4th District Fire Co., and Treasurer of Enterprise Fire Company. He has been named Fire Marshal of Mercer County by the County Board of Freeholders upon the recommendation of the Mercer County fire companies. His new duties include the making of inspection in schools, institutions, and public buildings and advising and consulting with groups and organizations on the elimination of fire hazards. **Bob** brings to this position a wealth of experience.

wife, who had been hospitalized for a couple of weeks, is now home and feeling O. K. **George's** dainty dishpan hands have again become mechanics hands.

**Jule Smoliga's** daughter, **Julie Ann**, is her happy self once more. She had been quite ill and spent a few days under observation at Mercer Hospital.



## "ON THE JOB" TRAINING



Engineers Cheng and Diao study plans of one of New Jersey's bridges as part of China's post-war highway program.

CHINESE ENGINEERS STUDY  
NEW JERSEY HIGHWAY BRIDGES

Cheng Yuan-Tsin and Kenneth Diao Gather Data for Future Chinese Highways

War torn China is looking to the future and an extensive industrial development. One of the main features of the plan to modernize this oldest of civilizations will be a vast system of highways, extending from Siberia to the Himalayas, and from the China Sea to the Sinkiang Province bordering Russia.

The goal being set by China's planners was first stated by Dr. Sun Yat Sen, the father of modern China, when he visualized a vast network of 1,000,000 miles of roadways tying together the great cities and provinces of that country. Present plans call for the construction of 100,000 miles of this system within the next five years.

At the present time there are 951 Chinese technicians in America. These men are studying many phases of modern industrial practice and practically every field of engineering. Twenty-six of this number have been assigned to highways and are now familiarizing themselves with design and construction methods in many states.

It was natural, therefore, that New Jersey should be visited and its roads and bridges become a model for others to emulate. Unlike the Germans who preceded them, however, Cheng Yuan-Tsin and Kenneth Diao are not thinking in terms of military highways. Theirs is a mission of peace and the particular items in which they are interested are the many fine bridges that convey New Jersey's highway traffic over streams and rivers.

## Visited Other States

These young engineers came to the United States last June by way of India. After flying over the Hump, they embarked on an army transport and landed in Norfolk, Va. After marking time in Washington, D. C., for two weeks, awaiting orders for their "on the job training," they proceeded to Oregon where they spent six months studying highway bridges in that state.

From the Pacific Coast they traveled to Oklahoma for another three months' intensive study, and then east to New Jersey where they have divided their time between office and field, with a week's observation of construction methods on bridges now being built at Atlantic City.

The arrangements under which Chinese technicians originally came to America were part of our Lend-Lease program. Since the war's end, however, they have continued their studies of American methods at the expense of their own government.

Cheng and Diao are both graduates of the National Wu-han University, which before the war was located in the Hupei Province. As the Japanese advanced, this center of learning was moved to the western portion of China where essential studies could be carried on far from the battlelines.

As Cheng explained, technically trained men are all too few in China, and because of this it was necessary to conserve the limited supply of engineers and engineering students. This is why neither of these young men saw front line

action during the war. It was considered far more important to conserve their skill for the post-war years.

## Need Modern Equipment

During their stay in New Jersey both Diao and Cheng have been escorted on tours of inspection of various outstanding bridges and viaducts by Morris Goodkind, Bridge Engineer. They have been particularly impressed by such structures as the Pulaski Skyway and the Edison Memorial Bridge, as well as by the exceedingly high standard of bridge construction encountered throughout the highway system.

In speaking of the program of Dr. Sun Yat Sen, it was explained that present plans not only call for the completion of 100,000 miles of highway within the next five years, but for the entire 1,600,000 miles to be constructed within 30 years. Impossible as this may seem, both Cheng and Diao are certain that it will be accomplished.

"The first roadways, except in rare instances, will be 2-lane water-bound macadam, and will be largely constructed by hand methods," said Cheng. "You will recall the miracle we accomplished with hand labor in building the Burma Road. The desire to over-poor roads, will serve as inspiration to meet construction schedules in our five-year program."

"Of course," added Diao, "we do not intend to keep using hand methods but until we can manufacture the necessary road machinery ourselves, we must look to the United States for such equipment as well as for financial aid."

These young engineers will wind up their stay in the United States in June. They will then return to China and take up the task of bringing to fulfillment the highway program so necessary to the future development of their native land.

Spring Meeting  
Attended by 130

(Continued from Page 1)  
were particularly busy passing out liquid refreshments.

Among the new members elected were Kermit Bonner and John Kownack, of the Administration Division; Oliver Carson, Anthony Verdi and Oliver Deakin, of the Construction Division; Alcaid Wright, Sr., of Electrical; Charles Denito, George Engemann and Jacob Wyckoff, of Equipment; Harry Houck, of the Laboratory; Albert Appel, Frank Boyle, Charles Brower, Elwell Clugston, Francis Crema, John Elko, Anthony Frascella, John B. Fulton, Clifford Hedden, James Inzetta, James Larsen, Frank La Tora, Joseph Murphy, John Sabo, Charles

BRIDGE  
BRIEFS

A. J. LICHTENBERG

Our golfing enthusiasts now include Goodkind, Petersen, Hefferman, Gabrenas and Fox, with Shortz about ready to move in. It is rumored that Pete is distracting the players by picking up dollar bills on the fairway—no bets, no effort—just beating George on a sort of forward press.

An article elsewhere in this issue gives an interesting resume of the activities of Kenneth I. Diao and Cheng Yuan-Tsin, two men who will play a vital part in the China of tomorrow. The Chinese language, contrary to general belief, is an exotic tongue given to clear, terse picturesque talk. It is a "grammarless" tongue, streamlined into a smooth running device for expressing ideas. Words are stripped to their basic meanings and put together in a desired order. Similes and allegories are employed to make thoughts plain. Hence Chinese expressions like "He who stretches his legs wide apart cannot walk" and "He who raises himself on tiptoe cannot stand firm."

Naval Lieut. David R. Lawshe was enthusiastically welcomed by the office staff after 3½ years of service, taking him from Africa to Alaska, and finally to St. Augustine, Florida. He is well tanned and with the addition of a mustache, looks strikingly like Clark Gable. Dave is on assignment at Philadelphia, but the matter of discharge and return to civilian life are moot questions.

Briefs—A. Paul Gabrenas seen scanning a recent issue of the Havana Post that brought back fond memories as his eyes moved from the 81-degree weather report to a photograph of the bar in the exclusive Hotel Nacional. . . . Ralph B. Titsworth taking an early and well deserved vacation motoring through the South. . . . Fred C. DiLeo offering his Browns Mills release for a Bridge Division picnic and promising delectable food and various thirst quenchers in addition to a sandy beach and pine laden air. . . . Chester Smith's exuberance after his recent hospitalization reminds us of the following:

Mother: "So you're not afraid to go to the hospital; that's a good little boy."

L. B.: "But I ain't gonna let 'em palm off a baby on me like they did you—I wanna pup."

George A. Hefferman filling his lungs with nascent oxygen at Atlantic City. . . . Only two Bridge Division men attended the Ten-Year Club spring dinner at Mountinside and enjoyed one of the best programs offered to date. . . . Harry Lefferson doing a song and dance routine in a local minstrel show. . . . C. D. Weller still at Brigantine and taking on some Cumberland County State Aid bridges. . . . Welcome back to George Peel and his assignment to M. L. Vail on the Route 56, Absecon Boulevard bridge. . . . Charles Spence assisting on Route 28 job with Arthur Stetser. . . . Albert Lee leaving the Montclair office for assignment on the Route 35, New York and Long Branch R. R. job at Morgan. . . .

Professor: "Who was Talleyrand?"

Student: "A fan dancer—and cut the baby talk!"

H. R. Gabriel recovering from an operation in a Jersey City hospital. . . . J. J. Krieg back after a 4700-mile jaunt through Louisiana and Florida.

Seaker, Elwood Taylor, Edgar Toon, and Frank Van Syckle, Jr., of the Maintenance Division; Clarence Chumar and Joseph Cordo, of Projects; Otto Seggel, of Right of Way; and Nicholas Amento, Fred Foster, Joseph Natale, Ralph Perry, Raymond Simpson, and Frank J. Spagnola, of Survey and Plans.

"ON-THE-JOB" TRAINING PROGRAM  
INITIATED FOR VETERANS

Will Qualify for Title of Assistant Highway Engineer

In addition to the training courses initiated by the Highway Department and under way at Rutgers University since April 15, 1946, for Engineering Aides and Junior Highway Engineers, the State Highway Department initiated an on-the-job training program for "Assistant Highway Engineer (Trainee)." This title was set up by the

Administration  
Division

Arthur Egan

Watching the new Highway Baseball team play recalls a team that represented the Administration Division some fifteen years ago. This team played games with other Division teams of the Department. Perhaps you may recall the team that lined up with Chubby Boscov as catcher, Johnny Watt with his tantalizing curves as pitcher, Gene Palmer, the master of control and change of pace as another twirler, Elgin Meyer and Harold Rice alternating at 1st base, Lem's shins bruised the whole season from stopping low throws. Nothing got by Mayer, Frankie Dunn covering the keystone sack, Art Egan at shortstop, Paul Cranmer at the hot corner and batting with his big hunk of pine wood that he used in his playing days at Westcreek—Cy Card, Charlie Kuhn, Joe Hunt, Charlie Brennan and Harry Hill patrolling the outer defense. The team had a record of eight wins in its first nine starts. The Administration Bear Cats they were known as in those days. Wonder if there is anything left in the cats today except probably the purr.

A. Lee Grover recently enjoyed a few days' rest at his farm in Wellersburg, Pa.

Marven L. Howell is again a grandfather (old stuff to him by now). His son, Dr. Welling Howell, became the father of a son, Jeffrey, born May 4. This is the second boy for Dr. and Mrs. Howell. Congratulations. Another son, (former Sergeant) Fred Howell, was married to Miss Doris Hoagland at Ewing Church on April 20. Miss Hoagland is a graduate of Rider College. Fred is a student at Springfield College, Springfield, Mass.

Among the notables of stage and screen at the recent wedding of Joan Roberts of "Oklahoma," "Marinka" and "Are You With It" was John Egan, the well known boulevardier. We admit to sometimes being skeptical of Johnny's tales of his exploits, but when he came in with the invitation to the wedding about all we could say was "Well, I'll be . . ."

Corporal Bob Fleming, formerly of Ernie Birch's staff, is still stationed at Fort Dix. Bob expects to be promoted to Sergeant shortly. He also informs us that he has purchased a diamond and that Miss Doris Riggs of Stockton will be the future Mrs. Fleming.

Evidently Johnny Kownack liked his hitch in the Navy. John, who was a Chief Yeoman aboard the U. S. S. Dauphin during the war, has enlisted in the Naval reserve. As a member of the reserve he will be subject to periodic training and immediate call in case of emergency. He retains his rank of Chief.

Meet to Discuss  
Sports Program

State Highway Athletic Association Planned

Encouraged by the success of the Department Bowling League and the interest developed by the entry of a baseball team in the Trenton Industrial League, a meeting was held Monday evening, May 13, to consider the formation of an athletic association within the Department to promote sports and athletics among employees.

Representatives of the Equipment, Bridge, Maintenance, and Electrical Divisions were present and the meeting was presided over by Chris Kucker, of the Labora-

Civil Service Commission on the request of J. J. Newmark, Special Engineer, who is supervising the professional on-the-job training programs for veterans in the Department.

This program was approved by Mr. Eugene V. Connert, Executive Assistant to the Commissioner, the Commissioner of Education and by the Veterans Administration, and is open to veterans who are graduates in civil or highway engineering but do not have enough experience to qualify as Assistant Highway Engineer.

Normally, the required qualifications for Assistant Highway Engineer are graduation from a course in Civil or Highway Engineering, with at least three years' experience in highway engineering or related work, and the normal salary range is from \$200 to \$250 per month. A veteran trainee in this classification will receive \$150 per month from the Department, the salary equivalent to that paid Junior Highway Engineers for which position they would be qualified without the additional training, and \$50 per month additional from the Veterans Administration, making a total of \$200 per month while in training.

The training period under this program is to last about two years during which time the trainees will be full-time employees on a temporary basis. The trainees will get experience under supervision on survey, planning, location and design; construction and inspection of highways; right-of-way surveys; and other types of work that will give them the training and experience required to qualify for the full appointment of Assistant Highway Engineer.

In addition, the trainees will be required to take advanced training in special courses in highway engineering approximating or equivalent to 200 hours of post-graduate work, either at an approved institution in night courses during the winter months; or by means of extension courses or correspondence schools; or by means of self-training under approved supervision.

This training will include, specifically, advanced courses in modern highway location and design; highway landscaping and parkway location and construction; modern highway practice in construction and maintenance of various types of pavements; and in engineering work related to right-of-way investigations and acquisition; highway research, economics, standards of highway designs and Departmental policies in design and long-range planning; location and design of highway structures, grade separations and other highway appurtenances and advanced mathematics related to or involved in these special courses.

Permanent appointments will be made after certification of eligibility for appointment of the trainee by the Civil Service Commission, at the entrance salary of \$200 per month, at which time the contribution to the salary by the Veterans Administration will cease.

Veterans now employed with the Department as Junior Highway Engineers, who meet the preliminary qualifications of graduation in engineering, will also be eligible for temporary appointment as Assistant Highway Engineer (Trainee) under the G. I. Bill of Rights.

tory and incumbent president of the Bowling League.

General discussion dealt with a program which would include the baseball club, extension of the bowling league activities and an invitation golf tournament open to all Department employees. Other sports, such as tennis and softball, were mentioned and it was tentatively decided to circulate the employees with a questionnaire to indicate their preferential sports interests. Future action will be determined as a result of these findings.